



# Memorandum

**TO:** Historic Landmarks Commission

**FROM:** Courtney Damkroger

**SUBJECT:** SEE BELOW

**DATE:** August 20, 2004

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**SUBJECT: UPDATE ON THE SAN JOSE INTERNATIONAL AIRPORT  
ACOUSTICAL TREATMENT PROGRAM AND HISTORIC PROPERTIES**

**INFORMATION**

At the February 4, 2004 meeting, the Historic Landmarks Commission reviewed the draft Programmatic Agreement for the City's Acoustical Treatment Program (ACT) overseen by the San Jose International Airport. The San Jose Airport's ACT program was created to reduce interior noise levels from aircraft departures and arrivals at the Airport to a Community Neighborhood Equivalent Level (CNEL) of 45 decibels, so as to comply with California State noise standards. Noise reduction is accomplished through modification, reconditioning, replacement or installation of doors, windows, vents, weather stripping, attic insulation and heating/air conditioning treatments. Eligibility Areas are defined in the order of noise exposure, with locations of greatest exposure or loudest completed first.

Funding for the program is through a combination Airport Passenger Facility Charge (PFC) revenue and Airport Improvement program (AIP) grants administered by the Federal Aviation Administration (FAA). FAA funds come from the Airport and Airway Improvement Act (AAIA) of 1982 (49 U.S.C. 2201, et seq) as amended. Because FAA, or federal, funding is involved in the treatment of buildings that are potentially eligible for the National Register of Historic Places, Section 106 of the National Historic Preservation Act (NHPA) applies. Section 106 of the NHPA requires federal agencies to determine whether their undertakings may have an adverse effect on resources eligible for or listed in the National Register of Historic Places. Federal funding through the FAA is a federal undertaking. It was determined by the Airport and FAA that acoustical treatment of the properties may have an adverse effect to potentially historic properties.

A Programmatic Agreement (PA) has been drafted to outline the treatment procedures. It is anticipated that it will be signed by the City of San Jose, the FAA, the Advisory Council on Historic Preservation, and the California State Historic Preservation Office. The Historic Landmarks Commission (HLC), a Certified Local Government (CLG), reviewed and commented on the PA at the February meeting, recommending that the City should sign the PA and including conditions. At that time, the HLC also requested that the Airport return to the HLC with a progress report at the 10-20% completion stage and that the Airport provide a data spreadsheet reflecting the specific work completed to the HLC.

Historic Landmarks Commission

September 1, 2004

Page 2

Attached please find representative examples of historic building treatments for four historic homes compiled by the Airport. Airport staff will make a brief presentation on the status of the program to the Commission at the September 1, 2004 meeting.

Courtney Damkroger  
Historic Preservation Officer

Attachments

PBCE002/Historic/9-1-04/item 5.a. ACT